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SUBJECT	New and Improved Roads in the Kazanluk Area; <i>(bridges, multi-purpose dam, and power plants)</i>	DATE DISTR.	15 April 1960	
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Kazanluk-Stara Zagora Road

1. During the spring of 1957 the asphalt paving of the Kazanluk-Stara Zagora Road began; it was completed by the fall of 1957. While being paved, the road was widened, curves were eliminated, and in two sections new road beds were built. The Kazanluk-Stara Zagora Road is about six meters wide, with one-meter shoulders on each side. The paving was done hastily, and as a consequence the road is cracked and holes have formed in a number of places, requiring constant maintenance. Two sections of the road which are in especially poor condition are:
 - a. In the mountain region in the vicinity of Kazanluk about two kilometers southwest of Yagoda
 - b. In the mountain region in the vicinity of Stara Zagora south of Smeyovo.
2. From 1953 to 1956 the following bridges were built on the Kazanluk-Stara Zagora Road:
 - a. A concrete bridge centrally supported, about 13 meters long, eight meters wide, and four meters high which is five kilometers east of Kazanluk, adjacent to the place where the road to Cherganovo branches out from the Kazanluk-Stara Zagora Road. The bridge is capable of supporting heavy military traffic.

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INFORMATION REPORT

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- b. A concrete bridge about six meters long; eight meters wide and two meters high, which is adjacent to the junction of the Kazanluk Road with a road running to Stara Zagora and a second road going to Sliven. A traffic check point manned by militia is located between the bridge and the intersection of the road to Sliven and Stara Zagora. This bridge can support heavy military traffic.
- c. A concrete bridge about eight meters long, eight meters wide and two meters high, which is over a ravine located 1,200-1,500 meters southeast of the bridge described in Paragraph 2(b). This bridge can support heavy military traffic.
- d. A concrete bridge reinforced with iron, about 25 meters long, ten meters wide and five meters high, with two central supports. This bridge which is over the Tundzha River can support heavy military traffic.
- e. A concrete bridge reinforced with iron, about 30 meters long, ten meters wide and seven meters high, which is over the Bedechka River, about 1,000 meters south of Zmeyovo in the vicinity of Stara Zagora. This bridge can support heavy military traffic.
- f. A concrete bridge reinforced with iron, about 35-40 meters long, ten meters wide and 6-7 meters high, with three central supports, which is 2,000-2,500 meters north of Stara Zagora. This bridge, which is the largest on the Kazanluk-Stara Zagora Road, can support heavy military traffic.

Kazanluk-Sliven Road

- 3. In 1954 the section of the Kazanluk-Sliven Road from Kazanluk to Gurkovo was widened and curves eliminated at the following places:
 - a. Seven kilometers east of Kazanluk to one kilometer southwest of Muglitzh, a village in the vicinity of Kazanluk
 - b. One hundred meters south of Muglitzh
 - c. Between Muglitzh and a place adjacent to a point where the Sliven Railroad intersects the Kazanluk-Sliven Road
 - d. Between Vetren and a place adjacent to a point where the Sliven Railroad intersects the Kazanluk-Sliven Road
 - e. Between a point 3 kilometers northeast of Vetren to Gurkovo

To eliminate the curve at Muglitzh, it was necessary to build a new road 100 meters south of the village and a bridge over the Muglitzh Reka River. This is a concrete bridge, reinforced with iron, about ten meters long, ten meters wide and five meters high. It can support heavy military traffic.

Kazanluk-Kalofer Road

- 4. Simultaneously with the construction of the Georgi Dimitrov Water Dam near Kazanluk the construction of a new road from Kazanluk to Kalofer and Dolno Sakhrane was started. This is a gravel road, six meters wide and about 13 kilometers long, which was built to replace part of the old road, which had to be abandoned because of the construction of the water dam. The new road was opened in 1954. It branches out from the old road to Kalofer at a place about one kilometer west of where a railroad track intersects the old road. It runs in a north-northwest direction, passes about one kilometer east of Koprinka, and then turns northwest and west again, passing Koprinka about 800 meters north and then continuing until it crosses the Koprinka-Dunavtsi Road at a point about 2,000 meters northwest of Koprinka. The road continues in a western and southwestern direction until it joins the old road about 800 meters south of Dolno Sakhrane.
- 5. There are seven bridges on this road from Kazanluk to Kalofer and Dolno Sakhrane:

C-O-N-F-I-D-E-N-T-I-A-L

- 3 -

- a. One bridge, which is of concrete reinforced with iron, about 12 meters long, 10 meters wide and 6 meters high, is over the Skobelevska Reka River (Oku Dere River on the map), about 1100 meters south of Dolno Sakhrane. This bridge can support military traffic.
- b. One bridge, with similar construction and dimensions as the bridge described in paragraph 5(a), is over the Leshnitsa River, about three kilometers east of Dolno Sakhrane.
- c. One bridge, made of concrete reinforced with iron, about 8 meters long, 10 meters wide and 5 meters high, is over a small river flowing from Sheynovo to the Georgi Dimitrov Water Dam. This bridge can support military traffic.
- d. One bridge, with similar construction and dimensions as the bridge described in paragraph 5(c), is over the river flowing from Sheynovo through Koprinka.

The remaining three bridges, all of concrete construction, span unidentified streams and rivers. All these bridges can support military traffic. With the exception of the bridge described in paragraph 5(a), these are not strategically important, as their destruction would not impede military traffic, which could ford the respective rivers.

6. The section of the Kazanluk-Kalofer Road from Dolno Sakhrane to the Kalofer Railroad Station was gravelled and widened in 1954 to 6 meters, with shoulders 1 meter wide. The section from Manolovo to the Kalofer Railroad Station was widened to 8 meters, with shoulders 1 meter wide. During the widening process, several curves on the road were eliminated.
7. In 1954 a concrete bridge, about 12 meters long, 10 meters wide and 5 meters high, was built over the Tuzha River, about 1500 meters northeast of Manolovo and 1200 meters south of Tuzha. The bridge can support military traffic.

Krun-Gabarevo Road

8. In 1954, the road from Krun to the Shipka-Gabarevo road was gravelled, several curves were eliminated, and several bridges repaired. This road is about 6 meters wide with shoulders 1 meter wide. Prior to 1949 only a dirt road connected Sheynovo with the Shipka-Gabarevo Road. This road has been replaced with a paved road, which connects the Kazanluk-Sheynovo Road with the Shipka-Gabarevo Road. This road accommodates automobile traffic from Gabrovo to Sofia, and from Gabrovo to Kazanluk, Sliven or Stara Zagora. This road also is used by trucks which haul wood from the Leshnitsa Forest, about 10 kilometers north of Skobelev, and the Chernata Vade Forest, about 15 kilometers northeast of Enina. This is a busy highway, principally because of the truck traffic.

Gabarevo-Shipka Road

9. In May 1959 the State highway employees were preparing to asphalt the Gabarevo-Shipka Road.

Gabarevo-Turiya-Plovdiv Road

10. This road, which joins the Chirpan-Plovdiv Road about 15 kilometers east of Plovdiv, connects the Kalofer-Kazanluk Road with the Chirpan-Plovdiv Road. The Gabarevo-Turiya-Plovdiv Road had a dirt surface originally, but in 1951 the road was gravelled, widened and curves eliminated. It is over 80 kilometers long, 5 meters wide, with shoulders 1 meter wide, and serves as the main highway from Kazanluk to Plovdiv. Although this road is in better condition than the Kazanluk-Buzovgrad-Chirpan-Plovdiv Road, the traffic on it is still light; drivers preferring to travel to Plovdiv by way of Karlovo than Gabarevo, because the Gabarevo-Plovdiv Road passes through rougher terrain.

C-O-N-F-I-D-E-N-T-I-A-L

Kazanluk-Shipka-Gabrovo Road

11. A labor unit of about 450 men began improvement of this road in March 1959. The work is to be completed by the fall of 1959. Two sections of the road from Shipka to Gabrovo are to be improved: from Shipka to the Sveti Nikola Mountain; and from Sveti Nikola to Gabrovo. Up to May 1959, four kilometers of the road from Shipka to Gabrovo had been paved. The improvement consists of widening, eliminating some sharp curves, and paving the road. Also some existing small bridges will be rebuilt. The road will be 6 meters wide with shoulders about 1.50 meters wide on each side.

Enina-Chernata Vada Road

12. This is a gravel road in good condition about 22 kilometers long and 5 meters wide. Construction of this road was begun and abandoned in 1943; construction work again started in 1947, and the first section completed in 1951. This work was completed by unpaid youth labor brigades. This road begins from the east side of Enina in the vicinity of Kazanluk. It goes in an east-northeast direction, then curves and reaches the Eninska Reka River. Running along the river, sometimes east and sometimes west of it, the road extends to the Mechiya Lom locality about three kilometers (in a direct line) east-southeast of Height 1453. In November 1954 the construction work of the road was renewed and the road was extended from Mechiya Lom locality to Chernata Vada locality, about two and one-half kilometers east-southeast of Height 1511. The work on this part of the road was done by civilian workers.
13. Seven-eight bridges were built on this road. Some are concrete and others are of wood. All are very strong and could accommodate heavy traffic such as army tanks.
14. Enina-Chernata Vada Road is a main road artery for the exploitation of the forest located north and northeast of Enina.

Shipka-Sheyново Road

15. A new gravel road from Shipka to Sheynovo was built in 1958, the foundation for which was the old dirt road from Shipka to Sheynovo. It begins at the southern end of Shipka and goes in a southwesterly direction to the western vicinity of Sheynovo. It is six meters wide, with one meter wide shoulders, and ditch on each side. There are several small concrete bridges on the road.

Golyamo Dryanovo-Golyama Patereshnitsa Road

16. This gravel road was built between 1950 and 1954. It begins at Golyamo Dryanovo and goes in a northwesterly direction about 500-2,000 meters or so west of the Leshnitsa River, passes about 2,000 meters west of Yasen and about three kilometers east of Skobeleva, and enters the mountain which extends to the Golyama Patereshnitsa Mountain. The road is 13-15 kilometers long and five meters wide. The Kazanluk Forestry built this road exclusively for the exploitation of the forests in the area of Golyama Patereshnitsa Mountain. The lumber cut in this area is transported over this road to wood factory in Dolno Sakhrane.

Turnichene Road

17. In the spring of 1958 a new road was built from Turnichene to the Kazanluk-Kalofers Road, passing two and one-half kilometers north of the village. The road was built by the Kazanluk Road Building Administration, with unpaid labor recruited from the local population to facilitate the exploitation of the newly opened stone quarries located five kilometers south of the village.

Buzovgrad-Ruzhena Road

18. The improvement of Buzovgrad-Ruzhena Road began at the same time as the construction of an irrigation canal from the Georgi Dimitrov Dam, and was completed by 1950. The road from Buzovgrad to Rozovo was widened, all small curves eliminated, and new gravel laid. The section of the road between Rozovo to Kunchevo was abandoned and a new road built about 300 meters southwest of the old road. The section of the road between Kunchevo and Ruzhena was widened and straightened and new gravel was laid.

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Seltse-Krustets Road

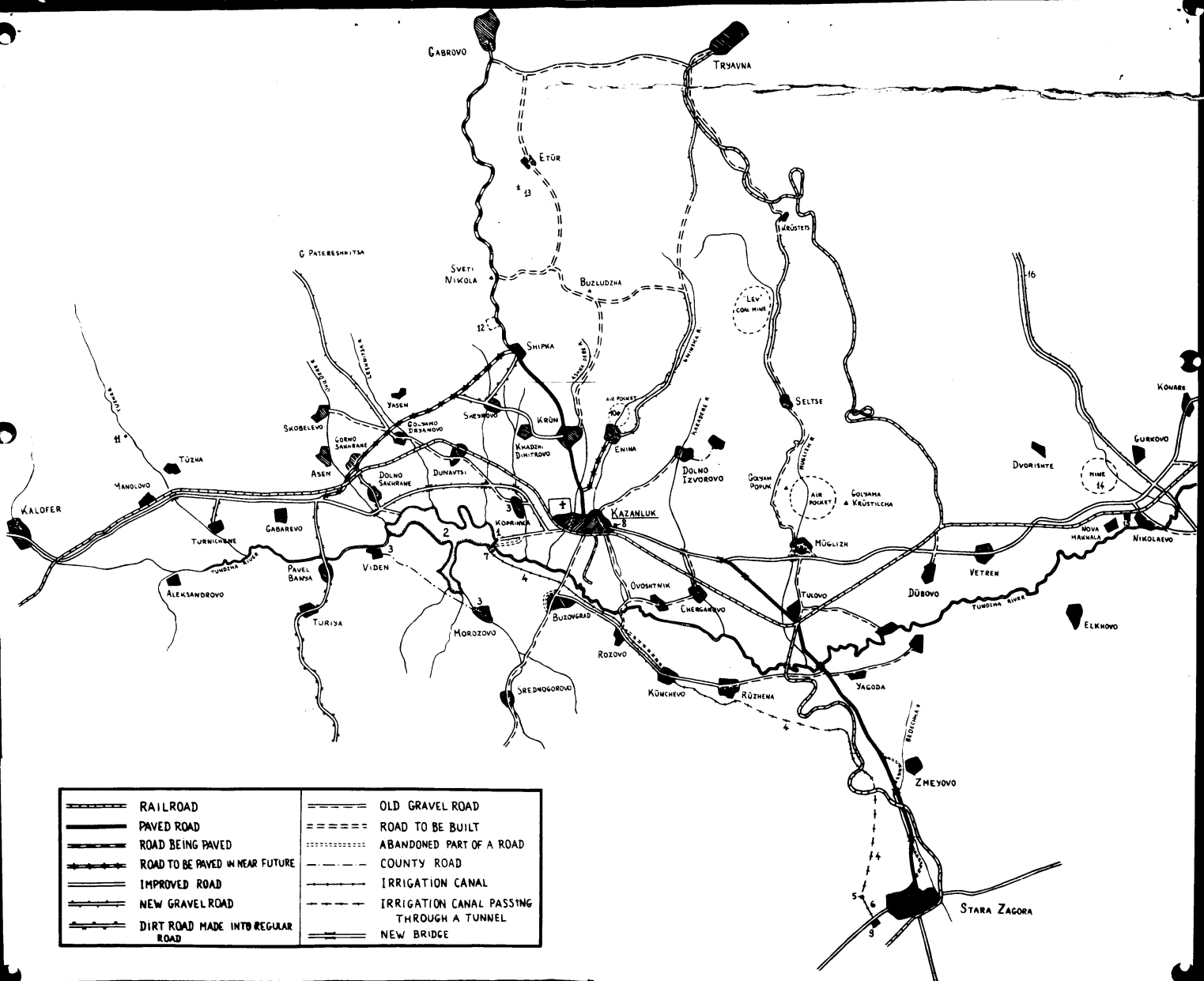
19. To facilitate the exploitation of the Lev coal mines in the area south of Krustets, a new road was built by labor troops in 1956 in the area between Krustets and Seltse. This road is a continuation of the Tryavna-Krustets Road. The road begins about two kilometers (in a direct line) from the area where the railroad crosses the road to Krustets and continues southward. Then it descends to the Muglitzh Reka River and runs along the eastern bank of the river to a place about 1,500 meters north-northwest of Seltse, where it joins the old road again.

Kazanluk-Enina Road

20. In the fall of 1958 the Kazanluk-Enina Road was improved. This road begins in Enina and joins the Kazanluk-Gabrovo road at a place about two kilometers north of Kazanluk. The road to Enina at present is almost completely straight. The road was also widened. As of May 1959, the road was still under construction. It is believed that all work on it will be completed by 1960. The Kazanluk Road Building Administration is doing the construction work.
21. Following is the legend to the attached sketch:
1. Wall of Georgi Dimitrov Water Dam
 2. Lake of Georgi Dimitrov Water Dam
 3. Villages planned for evacuation as result of the construction of Georgi Dimitrov Water Dam. As of June 1959, these villages were not evacuated.
 4. Irrigation canal beginning from Georgi Dimitrov Water Dam
 5. Pump station of the irrigation canal
 6. Siphon line of the irrigation canal
 7. Georgi Dimitrov Electric power plant
 8. Kazanluk electric power substation
 9. Stara Zagora electric power plant
 10. Enina electric power plant
 11. Tuzha electric power plant
 12. Camp for labor troops working on Shipka-Gabrovo road
 13. Sokolskiya or Gabrovo monastery
 14. Area of Nikolaevo coal mines
 15. Stalin ceramic plant near Nikolaevo
 16. New road passing through Prokhod na Republikata (Khaimboaz) mountain pass

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